One of the biggest automobile deals est menths was completed in New last week when P. W. Hansl, vice-ent and supervisor of sales of the perican Motors Corporation, and C. Penney, president, of Penney & Long, constoro, N. C., put their signatures recursors. So, on the second of the second o ory. The contract calls for the de-of 2,500 American Six automo-during the next twelve months and tal sum involved is in excess of

In order to handle the distribution of this large quantity of cars Penney & Long are putting up a \$100,000 build-me is Greensboro, N. C., and will maintein extensive plants at other distrib-uing points. The firm is very active in thern automobile and accessory and includes among its officers and tors R. G. Vaughn, president Ameri-Exchange National Bank, Greensdirectors R. G. vaugnn, president American Exchange National Bank, Greensboro, N. C.; H. R. Bush, president Dixie Fire Insurance Company; H. G. Chatham president Chatham Maryfacturing Compony; R. J. Mebane, vice-president Southern Life and Trust Company; Pierce Rucker of Rucker & Co. and A. L. Brooks of Brooks, Sapp & Kelly, general counsel for the Jefferson Standard Company, Company Maker John E. the Insurance Company. Major John E. Rossell, recently in charge of Hazel-hurst Field, has resigned his commisson in the Regular Army to take per-sonal charge of the service department. This deal is the outgrowth of our This deal is the outgrowth of our experience in handling the American Balanced Six in the limited territory of North Carolina during the past three months," said Mr. Penney, "in which time we have put on the market more than 250 cars. The success of the American has been so extraordinary in this difficult country that we have been led to put the entire resources of our com-pany behind the distribution of this Balanced Six on a much larger scale. uirements will call for a consider of the American Six, out the maintainers from their ability to take care of our needs. Upon the completion of its present building programme the American Motors plant at Plainfield, N. J., will have a capacity of 7,500 cars a year, which is the output scheduled for the coming It is understood that the Southern in

terests identified with Penney and Long have bought heavily into the American Motors Corporation. C. B. Penney is beeming a member of the board of direc-BIGGEST BOOSTER'S OUTING.

Elaborate Plans for Big Day at Smithtown. Judging from present indications the big play day of New York's motor car tradesmen, the Boosters Outing, as it is called, to be held Wednesday, Sep-tember 17, at Fred J. Wagner's farm, Smithtown, L. L. will be the greatest of its kind ever held. Several bundred

motor car and accessory tradesmen and their friends will participate in the day's sports. They will leave from in out of the club rooms of the Auto mobile Dealers Association, 1845 Broadway, at 7 A. M., and journey by motor to the farm, where a breakfast will be erved upon arrival.

Following the breakfast the boosters ill indulge in baseball games, races or fat men, tug of war, bomb throwing, sprint, sack, potato, tire rolling did prizes are offered the winners. The prizes include cord tires, gold watches.

Boosters are asked to notify Mr. Gardner if they can provide extra sats to carry some members whose cars

Catskill Trip.

A comprenhensive tour by automobile through the Catskill Mountains covers dmost too great a distance to be made in a week end run. Three or four days can be enjoyably spent on a trip through this scenic district, but it is possible to traverse some of the most attractive country in southern New York, within the limits of a week end outing by ap proaching the foothills of the Catskills by way of the valleys of the Ramapo and Neversink, in Orange, Sullivan and Ulster Countles.

This trip, as outlined by the Bureau of tours and the Automobile Club of America, covers a distance of 263 miles, with Kingston as the night stop, and an available extraordine. with Kingston as the night stop, and an available extension of thirty or forty miles further by including the scenic circuit of the Ashokan Reservoir.

Broadway is followed north to the Harlem River at Kingsbridge, and the Albany post road taken through Yonkers to Hastings-on-Hudson, seventeen miles out. Continuing on the post road

kers to Hastings-on-Hudson, seventeen miles out. Continuing on the post road, Dobbs Ferry and Irvington are passed through for Tarrytown, where the Hudson is crossed by ferry to Nyack.

The route from Nyack ascends the hill, and, running through West Nyack and Nanuet, enters a pleasant open stretch of country, as it leads west by way of Spring Valley to Suffern.

With a right turn in Suffern, the route follows a winding course through the valley of the Ramapo, via Ramapo, Sloutsburg, Tuxedo and Southfield, and

the valley of the Ramapo, via Ramapo, Sloutaburg, Tuxedo and Southfield, and, swinging left through Harrimans and Monroe, runs amid wooded hills to Goshen. From this point magnificent views of the Huckleberry Hills and Shawangunk Mountains are obtained, as the route, taking a winding course through a billy section, approaches Middletown and Cuddebackville, the most westerly point on the trip, eightynine miles from New York.

most westerly point on the trip, eighty-nine miles from New York.

At Cuddebackville a sharp right turn is made and we continue through Port Orange and along the Neversink Valley. crossing the Sullivan county line to West Brookville, and continuing thence across the country through a region of

inusual attractiveness.

The connection between Middletown and Wurtsboro by way of Fairoks. Bloomingburg and over Bloomingburg Mountain is a means of shortening the route somewhat and is a thoroughly satisfactory alternative. isfactory alternative. The road surface is good macadam the whole way and there is some magnificent scenery; the lews from the section between B'o ngburg and Wurtsboro, overlooking he valleys on both side for miles, with the mountains in the distance, are most impressive, while the climb over Bloomingburg Mountain, though steep, presents no difficulty.

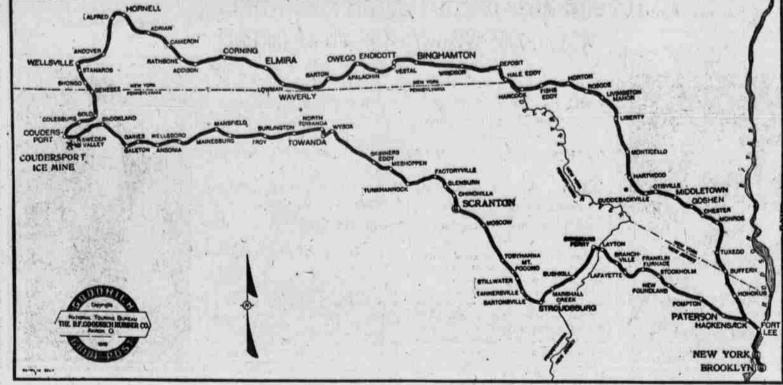
After passing through a number of retty villages, among which are faven, Wurtsboro and Phillipsport the road enters Ulster county at Spring Glen and passes through Ellenville to Napanoch, 103 miles from New York, overlooking the panoramic Rondont Valley. For the next ten or twelve miles the route runs through the val-ley as far as the vicinity of Kyserike, bearing left at that point for Stone Ridge and Marbletown and following the course of Esopus Creek through Hurley into Kingston. 137 miles from New York and practically midway along the round tour. The trip from Kingston round the

Ashokan Dam, is well worth making. It entails an additional thirty-five or forty miles over roads of excellent

On the return portion of the tour the route leaves Kingston by Broadway, crossing the ferry to Sleightsburg and continuing south along the west side of the Hudson through Port Ewen and Esopus to Highland, and thence through Milton and Mariboro, follow-mg the trolley to Newburgh, a run of thirty-four miles. Here the derry across the Hudson is taken to Beacon and the picturesque Fishkill Mountains are skirted as the route turns south for annsville and Peekskill, twenty miles on. fountain pens and other valuable ob-lets which undoubtedly will bring out some lively competition.

Scarboro to Tarrytown. From here, the first portion of the outward route is reversed through Irvington and Dobbs Ferry to Hastings, and thence by War-Gardner if they can provide extra reversed through Irvington and Dobbe sats to carry some members whose cars still at the factory. Those desirbution avenue to Yonkers and to the lig to go to Smithtown by train can dub house on Fifty-fourth street in New for one four mile stretch of rough dirt for one four mile stretch of rough direct for one four mile stretch of rough dirt for one four mile stretch of rough dirt for one four mile stretch of rough direct for one four mile stre from Kingston alternate from Morristown to the Water

Pick Out Your Tour and Then Write to 'The Sun' for Driving Directions



This is the tigelith of a series of auto- ; the ring of Allesheny mountains circling | needle point near the bottom of the cave. | Brookland, another road approaches the mobile tours to points of geographic and historic interest prepared by the Na-tional Touring Buseau of the B.F. Good rich Rubber Company. Roads charted on

sommer ice mine within a few days ride of New York is unknown. An automobile trip from New York to Coudersport, Pa., where this mysterious ice mine is iccated, is an interesting and unusual

40 feet deep and from 12 to 14 feet in diameter. In this shaft, which pierces the side of a mountain, the ice begins to form and accumulate in the spring of the year. The climax is reached durto form and accumulate in the spring of the year. The climax is reached during the hottest days of July and August, when the ice gradually melts away. The melting becomes more rapid with the approach of cold weather and by November disappears entirely. The ice is undoubtedly formed by some mysterious natural process, but as yet no one has been able to explain the unaccountable phenomenon.

This mountain, in whose side the entrance.

The ice mine in the side of the mountain all tend to make it a great attraction to motorists.

The ice mine was discovered in 1898, not annually formed in and around yet it is surprising that people within even a few miles of it do not know of its natural snow of winter retained by even a few miles of it do not know of its natural snow of winter retained by even a few miles of the mountain all tend to make it a great attraction to motorists.

The ice mine was discovered in 1898, not annually formed in and around yet it is surprising that people within even a few miles of it do not know of its natural snow of winter retained by even a few miles of the mountain all tend to make it a great attraction to motorists.

The ice mine was discovered in 1898, not annually formed in and around yet it is surprising that people within even a few miles of the mountain all tend to make it a great attraction to motorists.

The ice mine in the side of the mountain all tend to make it a great attraction to motorists.

The ice mine was discovered in 1898, yet it is surprising that people within even a few miles of it do not know of its natural snow of winter retained by even a few miles of the one was discovered in 1898, yet it is surprising that people within even a few miles of the mountain all tend to make it a great attraction to motorists.

The ice mine was discovered in 1898, yet it is surprising that people within even a few miles of the one was discovered in 1898, and the it is the torists.

Road Notes.

Owing to road construction on the main road between Keyport and Red Bank motorists bound for Asbury Park and other Jersey coast resorts are ad-vised by the American Automobile As-

sociation Touring Bureau at 501 Fifth avenue to follow the regular route through Perth Amboy and South Amboy on, y as far as Keyport. At a church about one mile outside of this town on the road to Middletown turn right and follows.

follow a very good gravel road due south to the village of Holmdel. Here turn left and run direct to Red Bank, where turn sharp left across railroad

and take third street to the right, which

is followed to Seabright, where a turn

right takes the motorist to Long Branch

is followed to Point Pleasant and thence

to Lakewood. Between Lakewood and Atlantic City only one road is avail-able, and though its condition is not so good it is entirely passable.

From New York to Delaware Water

whole round trip. Gap via Parsippany, Danville, Dover

A short automobile road leads up to the entrance of the mine. At the bsec of the mountain this road connects with form there. If a thaw should take place the water deposited on the bottom of the mine would freeze if the temporation and Jersey Shore turnpize. The side of this ice shaft is loose shale and there are a number of cravices extending back into the hill, the rock is atrata being rather sharply inclined. From these fisures there issues in the warm months a peculiar draft of air, which, when visible, appears white and frosty. This cold draft rushes from the cave in such rapidity and volume as to bake the leaves of the trees above the mine entrance.

Near the entrance are openings in the integral of the mine in the side of the mountain all tend to make it a great attraction to the mine from the various roads.

The historic castle of Ole Buil, Norrich Rubber Company. Roads charted on the entrance of the mine. At the base the accompanying map are improved of the mountain this road connects with

The road along the south shore of Long Island is mostly in good condition, but one stretch between Babylon and Bayshore is torn up where new concrete road is being laid. The highway is not entirely closed to traffic, but motiving must use care in drying

through the construction work.

must use care in driving

the Sweden valley. It is entirely covstreed by a dense forest.

A short automobile road leads up to months and the vapor disappears. It is from Ryer's hill, Austin and the Shin-

This mountain, in whose side the eneighteen to twenty feet long and several leads to the mine from Coudersport: a built about a mile from Ole
trance to the mine is located, is one of feet thick and wide and taper to a partly magadamized road leads from only the site now remains.

Stanhope, Newton and Dingmans provides good surface most of the way except for several short stretches of rough road not exceeding ten miles altogether.

Lincoln Highway as far as New Brunswick, where a left turn is made on the Cranbury turnpike through Dayton to Cranbury. Here turn right and run road through Kennett Square and Cono-wingo, but is practically free from de-tours and in good condition throughout.

to Cranbury. Here turn right and run northwest for about six miles to a junction with the old Brunswick piks, where a left turn leads direct into Trenton.

The Lincoln Highway is then followed to Philadelphia. Since five detours are it is essential for the motorist to secure will reconstruct the secure will reconstruct the secure will reconstruct to secure will reconstruct the secure will reconstruct to secure will reconstruct to secure will reconstruct to secure will reconstruct the security of the motorist to secure will reconstruct the security of the motorist to secure will reconstruct the security of the secur still necessary between Philadelphia and Belair on the road to Washington, motorists should continue on the Linup-to-the-minute information about its this important interurban highway is There is only one feasible route to Philadelphia at present, to follow the Frederick. This latter route is nearly at its heaviest, and hence the touring bureau of the American Automobile Association has compiled the following

The Lincoln Highway from New Ha on George street in New Brunswick, and follow the Cranbury turnpike through Dayton to Cranbury; here turn

The Lincoln Highway between Trenton and Philadelphia is getting somewhat worn in places, but is fairly good.

The chief difficulty lies between Philadelphia and Belair, where two main roads are available. The old road through Wilmington, Eikton and Havrde Grace is in bad condition most of the way, and it is necessary to rely on the new road via Media, Concordville. the new road via Media, Concordville, Kennett Square, Oxford, Rising Sun and Conowingo. Two short detours are nec-essary near Lansdowne just outside of Philadelphia, but they are in good con-dition and should cause no trouble. The ters, 501 Fifth avenue, New York.

detailed summary of prevailing con- road from that point to Chadds Ford is The Lincoln Highway from New Hamorton there is a defour fairly good York to New Brunswick is now open and in good condition since the completion of the new concrete road between iselin and Menlo Park running along the north side of the Pennsylvania Railroad. Between New Brunswick and Princeton the road is still closed, and it is necessary to turn left stretch of main highway is under configuration of George street in New Brunswick stretch of main highway is under configuration. struction necessitating another detour. Motorists are advised to disregard the detour signs directing travel to the left, right, and run northwest about six because there will be found a perfectly miles, and turn left on the old Bruns-good detour by turning right on a direct wick turnpike, which leads direct to road which winds back to the pike again renton. he road to Baltimore and Washington

erick. The alternative is about seventy-

ncluding strip maps showing mileages, ross roads. &c., are available at a

5,400 Mile Trip to Yellowstone Park.

By LIEUT. E. O. CUDMORE, R. A. F.

Automobile Club of America, when we were passing through New York on our way home from the Old Country to Australia, we decided, in order to see as continent to the Pacific coast and to take to Salt Lake City. doing the transcontinental part of our

constward through southern Ontario to Toronto, over roads which at that fime of year were in poor condition. From there we visited Nisgara Falls and randown to Buffalo, where we turned west and followed the road along the southern shore of Lake Erie through Brief and Cleveland to Toledo. Then across the northern part of Indiana to Chicago, Illinois.

The transfer of the southern to Gold Hill, and thence over the main road to Ely, Nevada, a route recommended in preference to the much longer way south of the desert via Militoria, which is the northern part of Indiana to Chicago, Illinois.

The historic castle of Ole Bull, Nor-wegian violinist and patriot, is but a short distance from Coudersport and the short distance from Coudersport and the land across lows to Omaha, Nebraska, lost and lound good surface with some less mine. Ole Bull sought to colonize and via the O. L. D. Trail to Denver, some of his countrymen in the United States, and chose Potter county, Pennsylvania, for this object. He laid out four villages, Oleona, Waihalia, New tried Pike's Peak but it was still a little Norway and New Bergen. A castle was built about a mile from Oleona, of which the site new remarks and lound good surface with some lond and found good surface with some lond and found good surface with some lond good surface with so

he top.

After making some wonderfully scenic from five to six thousand feet.

A final run over typical California turned northwards to Cheyenne, Wyo., and followed the rough and stony trail brought us to the end of our trip across to Cody, running through the Shoshone Use United States at San Francisco, River Canyon to the eastern entrance of where we arrived on July 2, after what Yellowstone National Park. The Syl- was to van Pass took us two days to get tour of fifty days.

the clubhouse of the through, one drift we crossed being no of America, when we less than fifteen feet deep. The road southwest from Yellowstone Station, Idaho, the western exit from the Park, was pretty rough through St. Aner farther on via Blackfoot and Poss ello and very fair south of the Utah

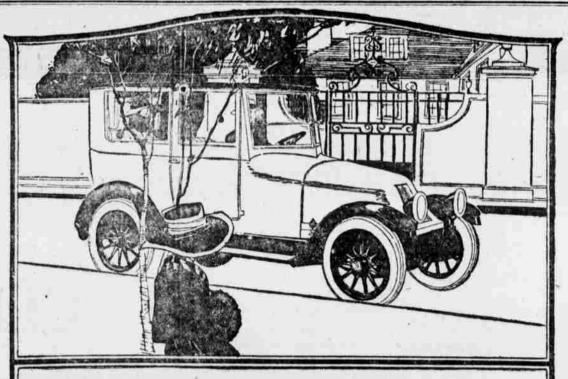
From Salt Lake City, which at the time of our visit was en fete with a welcome to a convention of Rotarian fourney by rail.

The first section of our tour headed Club members, we ran to Grantsville enstward through southern Ontario to and struck out over the Great Sait Lake

The run west of Chicago led us Lincoln Highway route via Frenchman's through Illinois to the Mississippi River Station and past Carson's Link to Faland across I was to Omaha, Nebruska, lon and found good surface with some

highway via Sacramento and Stockton

Quality Goes Clear Through



The Franklin Sedan

Ride once in a Franklin Sedan, and its striking resiliency will be the impression by which you distinguish it. Its other merits you will appreciate fully only when you own it, drive it, and pay the bills.

It is light-weight and flexible construction, applied evenly and scientifically throughout, that irons the ruts and bumps from the road of the Franklin Sedan, and allows it to cover unusually long distances in a day with safety and comfort.

These same principles reduce the killing pound on tires, and give to Franklin owners on the average:

20 miles to the gallon of gasoline 12,500 miles to the set of tires 50% slower yearly depreciation

Ease of control lightens the burdens of the driver to the point where he shares the pleasure and relaxation of the trip with the rest of his party.

It never occurs to him to worry about temperature troubles, because the Franklin is direct air-cooled, has no water to boil or freeze. It can be used the year 'round without extra attention.

Structurally, it is both convenient and attractive. Its Wide Observation Windows give unobstructed outlook; its two Wide Doors increase riding view and facilitate entrance; its Slanting V-Shaped Windshield adds fine lines and broadens driving vision. Together with the Sloping French-style Hood, these features give the Sedan its attractiveness.

Franklin Motor Car Co. of New York

1830 Broadway, New York

1416 Bedford Ave., Brooklyn Telephone Prospect 4354

The simplicity and accessibility of the Dort are matters of deliberate design.

The thought first was to produce a car that would need as little as possible of service attention.

And, secondly, accessibility was sought so that it would be a simple task to give the car adjustment whenever that should seem desirable.

As a matter of fact, Dort owners find that but the barest fraction of their time is ever taken up with giving service to the car.

	PF	RICE	S		
Touring Car	14				\$ 985
Roadster -		*			985
Fourseason Sedan Fourseason Coupe					1535
		*			1535
F	0. 1	B. Fa	oto	ry	

Wire Wheels and spare tires extra

DORT MOTOR CAR COMPANY

New York Branch: Broadway at 58th Street

We have secured the Kissel Franchise for Greater New York, Eastern New York State, Western Connecticut and Northern New Jersey. THE Kissel Custom-Built Six—a composite in body design of those unique and distinctive features which mark the custom-built job—is for those New Yorkers who demand exclusiveness and individuality in their motor cars. There are three open models—2-passenger Speedster in Chrome Yellow; The Tourster, a 4-passenger beauty in Kissel Blue, and the 7-passenger Touring in Gun Metal; all representing advanced and exclusive ideas in body building—real inspirations in motor car designing. They are mounted on the Kissel custom-built chassis, with the new Kissel custom-built motor of the high speed and high efficiency type, the result of thirteen years of brilliant engineering achievements—replete with those features that combine efficiency in performance with economy of operation. The 1920 open models are now on display in our Broadway showroom. New York's most critical motorists are particularly invited to see them. Sidney B. Bowman Automobile Co. Broadway at 52nd Street NEW YORK CITY Service Building: 225-231 West 49th Street Salesroom Telephone Circle 261